

well understood, this may be accomplished by pressing the reinforcement band onto the insulative housing or by bonding the reinforcement band in place when the insulative housing is formed. Claim 2, as amended, overcomes the rejection set forth by the Examiner. As noted above claim 7 has been cancelled.

Claims 1-10 were rejected under 35 USC 102(b) as being anticipated by Pham. The Examiner states that with respect to claim 1 Pham discloses a solenoid assembly adapted to be mounted upon a mounting seat of a fuel injector valve and comprises all of the elements claimed by Applicants. Applicants respectfully disagrees with the Examiner. It is recognized that Pham has an exterior housing which serves to strengthen the inner plastic molded housing. However, Pham requires the exterior housing to also be used as the mold cavity for molding the plastic inner housing. Since the exterior housing encompasses all of the plastic inner housing, the cost of the final assembly is significantly increased. As claimed in the subject invention, the reinforcement band is located about the lower end of the insulative housing. There is no teaching in Pham that would lead one to place a reinforcement band about the lower portion of the insulative housing. Consequently, Applicants believe that Claim 1, as amended, is allowable over the art of record.

With respect to claim 2, as amended, adds the limitation that the reinforcement band is integrally formed with the insulative housing. In the Pham reference, the plastic inner housing is formed within the exterior housing and the shape of the exterior housing is used to further restrain the inner housing within the exterior housing.

As noted above, claim 3 has been cancelled.

With respect to claim 4, Pham does not appear to teach the reinforcement band as being annular as claimed herein. More specifically, Figs 3,4 of Pham seem to be teaching that the exterior housing is at best rectangular.

With respect to claim 5, the Examiner states that Pham discloses the reinforcement band extends a predetermined distance upwardly from the base of the housing. Applicants have reviewed the Pham reference and cannot find any such teaching. In fact, the Pham reference appears to teach that the exterior housing cover everything from the base to and including the top.

With respect to claim 6, the Examiner states that Pham discloses the insulative housing includes mounting portions adapted to receive securing means for securing the insulative housing to the fuel injector. Applicants submit that the insulative housing of Pham does not have mounting portions in the insulative housing. In fact, Pham clearly teaches that the mounting portions are within the exterior housing as opposed to them being in the insulative housing as claimed in the subject claim. The remaining claims have been cancelled to reduce the issues.

The Examiner has indicated that co-pending applications 08/992,125; 08/992/127;08/992,555; 08/992,556; 08/992,162; and 08/992,888 are being used as prior art under 35 USC 102(e). Applicants submit that the above-noted co-pending applications are owned by a common Assignee, Caterpillar Inc., and are from the same inventor entity. More specifically, Steven B. Coleman and Kirk S. Shively are joint inventors on each of the noted co-pending applications as well

as the subject application. Additionally, each of the co-pending applications were filed on the same date or later date than the subject application. Consequently, the co-pending applications are not proper prior art to the subject application.

Claims 1-10 were provisionally rejected under 35 USC 101 as claiming the same invention, under the judicially created doctrine of double patenting and under the judicially created doctrine of obviousness-type double patenting over that of claims 1-9 of co-pending Application Number 08/992,888. The co-pending Application Number 08/992,888 is being concurrently expressly abandoned by a separate paper. Therefore, the above rejections should be withdrawn.

None of the references of record taken singularly or in combination teach or make obvious the solenoid stator assembly as set forth in the amended claims of this application.

It is respectfully urged that the subject application is in condition for allowance and allowance of the claims in this application is respectfully requested.

Respectfully submitted,

J.W. Burrows
J. W. Burrows
Reg. No. 29,623
Caterpillar Inc.

JWB:cf
Telephone: (309) 675-5676
Facsimile: (309) 675-1236

t:\jwb\97-424am.doc